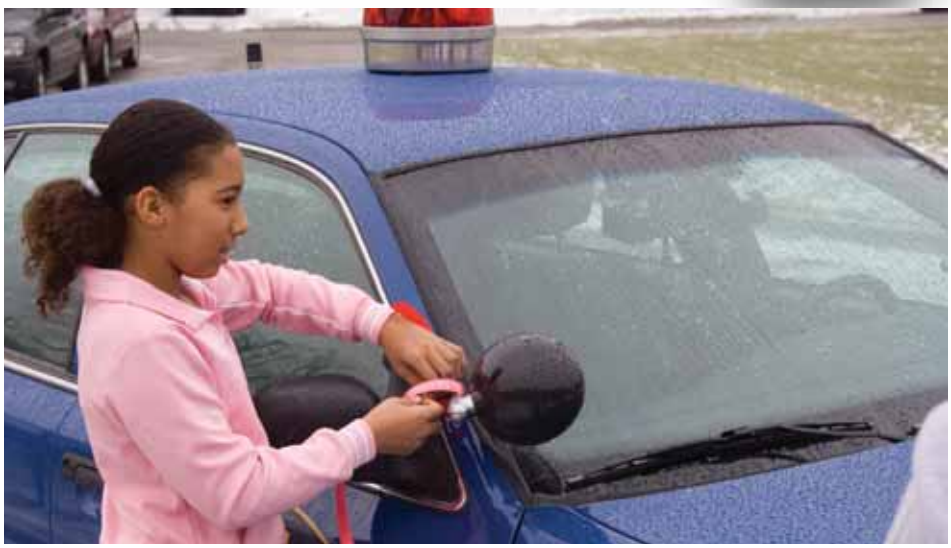
SAFETY Network

January 2008 www.michigan.gov/ohsp



A student at Lansing's Elmhurst Elementary School ties a red ribbon on a Michigan State Police cruiser during the Red Ribbon Campaign kickoff.

MADD kicks off Red Ribbon Campaign with safety program for elementary students

Mothers Against Drunk Driving (MADD), Lansing school officials, Michigan State Police, and local and county law enforcement officials formally kicked off a safety campaign designed to engage elementary school children and their parents last month.

Lansing's Elmhurst Elementary School has been utilizing MADD's "THINK" program which is designed to help keep elementary children safe and informed about the dangers of drugs and alcohol. The program includes pledge cards which are signed by children and their parents in the effort to keep students from engaging in dangerous behaviors.

A MADD red ribbon was given to each parent as a reminder of the pledge and as part of MADD's annual effort to remind motorists to drive safely during the holidays.

MADD annually distributes more than 200,000 red ribbons during the holiday season as a reminder to individuals that drinking and driving don't mix. The new "THINK" program provides an additional avenue to convey this message and to provide appropriate safety information to school age children.

Law enforcement supported the effort and reminded the public that officers would be enforcing the state's drunk driving laws throughout the holidays. More than 180 local, county, state law enforcement agencies in 39 counties took part in a two-week drunk driving crackdown Dec. 15-31.

C.S. Mott Buckle Up! program helps save life of Ann Arbor infant

When Ann Arbor resident Caitlin Rowe read an e-mail from a friend about a car seat safety inspection run by the University of Michigan's C.S. Mott Children's Hospital, she thought it would be a great opportunity to make sure her then four-month-old daughter, Ellie, was buckled up correctly in the backseat of her car.

Less than three weeks later, when she and Ellie were involved in a car crash, Rowe could not have felt more fortunate for the recent checkup.

Ellie's car seat was on the passenger side of the car when Rowe went to the September inspection. The certified child passenger safety technicians helped Rowe make several corrections to the seat including untwisting and tightening the harness straps, removing a locking clip that had been used incorrectly, and moving the seat to the center position.

The advice could not have come at a better time, considering what happened in October. Rowe's car was hit by a driver running a red light, spun 180 degrees through lanes of traffic, and slammed into the cars behind and adjacent to her. The crash ultimately involved six vehicles and left her car totaled.

The car that hit Rowe smashed into the very place her daughter had been sitting before the inspection.

"Had Ellie still been sitting on that passenger side who knows what the difference could have been," says Rowe. "There is no doubt that we are incredibly lucky."

Amy Teddy, program manager for injury prevention at the Pediatric Trauma

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C.S. MOTT BUCKLE UP! PROGRAM

from page 1 >

Center at Mott, agrees. "This is a great example of how taking the time to prepare in advance really does work. There are so many variables when it comes to installing a car seat, so it is difficult for parents to get it right. Taking the time to have a certified technician do an inspection really can save lives," says Teddy.

The Office of Highway Safety Planning has provided federal traffic safety funding for the past three years to establish the car seat program. Funding has provided training for CPS technicians and teachers for car safety seat classes, education materials for new parents, and car seats for families in need.

According to Safe Kids USA, a nonprofit organization dedicated to preventing unintentional childhood injury, only 10 percent of car seats are installed properly, yet 95 percent of parents think their child's seat is safe.

For more information about the Buckle Up! Car Seat Inspection Program at C.S. Mott Children's Hospital, visit www.med.umich.edu/1libr/yourchild/carseat.htm. Appointments are free and can be made by calling the Buckle Up! Hotline at (734) 763-2251.

THE FOLLOWING ARE TIPS FOR IMPROVING CAR SEAT SAFETY:

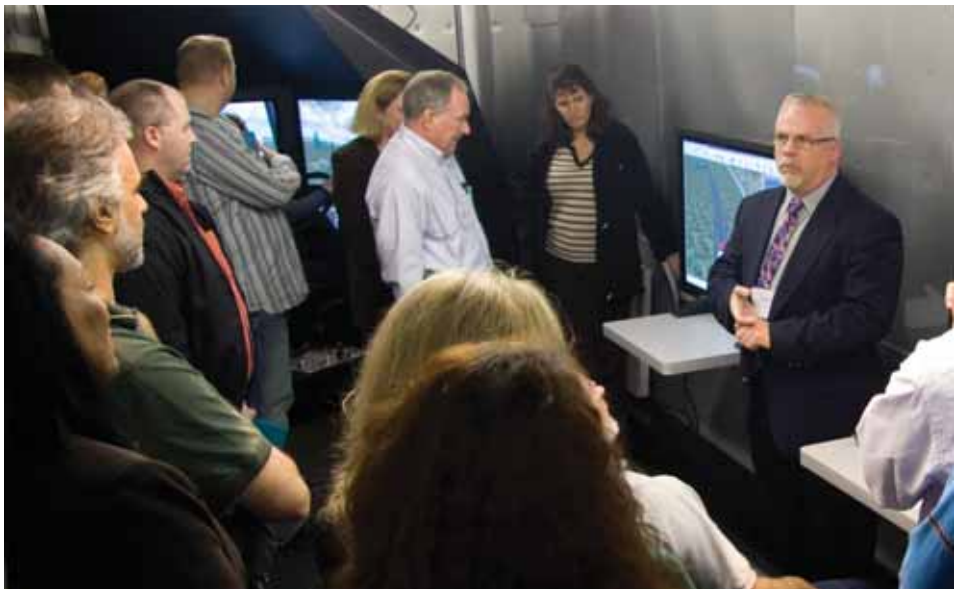
>> Selection—choosing an appropriate seat for the child

>> Direction—keeping children rear facing as long as possible, preferably until the rear-facing weight limit of the convertible seat

>> Location—determining the best seating position in the vehicle

>> Installation—installing the seat so that it does not move more than one inch side to side or forward

>> Putting the child in the seat properly—making sure the harness is through the correct slots and snug with no slack.



Attendees at the Michigan Traffic Safety Summit will learn about the latest trends and technology affecting traffic safety March 11-13.

Traffic Safety Summit slated for March 11-13

The Michigan Traffic Safety Summit is March 11-13, 2008, at the Kellogg Hotel & Conference Center in East Lansing.

Participant and non-profit exhibitor registration is $75 on or before February 4 or $125 after February 4. For-profit exhibitor registration is $395 and the deadline for all exhibitor registration is February 25.

Registration forms have been mailed out and can also be found at www.michigan.gov/ohsp.

Topics include the latest information on traffic safety research, drowsy driving, engineering, emergency medical services, and law enforcement. General session speakers include Dr. Anthony R. Kane, Director of Engineering and Technical Services for the American Association of State Highway and Transportation Officials; Dr. Peter F. Sweatman, director of the University of Michigan Transportation Research Institute; Lisa Crumley, Principal at the full-service, Lansing marketing firm Pace & Partners; Dr. Mark R. Rosekind, President and Chief Scientist of Alertness Solutions; and Dr. Ray Bingham, research associate professor in the Social and Behavioral Analysis Division of the University of Michigan Transportation Research Institute.

The Kellogg Hotel is the official hotel for the Summit and attendees must make their own lodging arrangements. Lodging is $65 per night for single or double accommodations. The hotel registration deadline for the conference rate is February 9. For reservations, call (517) 432-4000 and mention the Michigan Traffic Safety Summit when making the reservation.

For more information about the event, call (517) 333-5325 or visit www.michigan.gov/ohsp.

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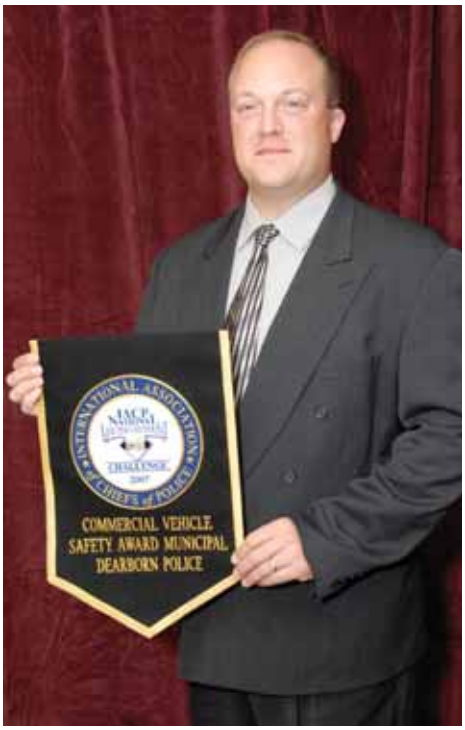
Dearborn Police Department wins IACP Commercial Vehicle Safety Award



Officer Christopher A. Brayman of Dearborn Police Department's Motor Carrier Unit accepts the 2006 International Association of Chiefs of Police National Law Enforcement Challenge Commercial Vehicle Safety Award.

The Dearborn Police Department was presented the 2006 International Association of Chiefs of Police (IACP) National Law Enforcement Challenge Commercial Vehicle Safety Award at the IACP annual conference in October.

The IACP is competition between similar sizes and types of law enforcement agencies across the country. It recognizes and rewards the best overall traffic safely programs in the United States. The areas of concentration include efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding.

Departments submit an application which documents their agency's efforts and effectiveness in these areas. The winning safety programs are those that combine officer training, public information, and enforcement to reduce crashes and injuries within its jurisdiction.

The Cheboygan County Sheriff's Office also was honored with a third place award.

Commercial Vehicle Safety Alliance launches Saved by the Belt program

The Commercial Vehicle Safety Alliance (CVSA) has launched its "Saved by the Belt" Award Program to recognize those commercial motor vehicle drivers who have buckled up and whose lives were saved or injuries significantly reduced as a result of wearing a safety belt.

DID YOU KNOW THAT:

>> In 2006, 703 drivers of large trucks died in truck crashes and 314 of those drivers were not wearing safety belts.

>> Of the 188 large truck drivers killed who were ejected from their vehicles, almost 80 percent were not wearing safety belts.

Anyone interested in nominating a person must submit a completed nomination form and a brief narrative of the crash, along with the accident or incident report and other supporting documents and indicate why the nominee should be considered for the award. For more information on the program, visit CVSA's Web site at www.cvsa.org.

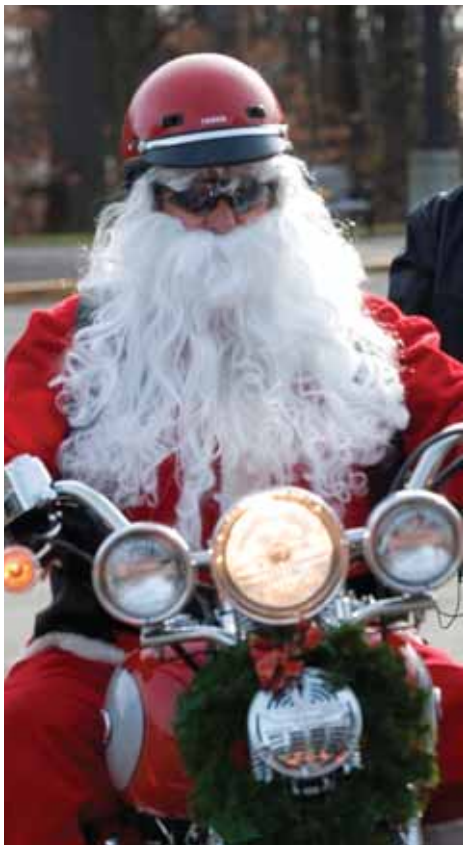
The Saved by the Belt Award Program is sponsored in part by YRC Worldwide Inc. CVSA supports and is an active participant in the Commercial Motor Vehicle Safety Belt Partnership, which was established by DOT Secretary Norman Y. Mineta to combat low safety belt use among the nation's commercial vehicle drivers.

Santa certified to ride Holly Davidson to deliver toys

U.S. Transportation Secretary Mary E. Peters certified Santa Claus as safe to operate his shiny new red motorcycle just in time to make his Christmas deliveries.

Secretary Peters joined several motorcycle safety trainers to run Santa through the paces and ensure he would be ready to ride Christmas Eve. At the completion of the course, the Secretary certified that Santa had learned proper control of his motorcycle and how to react to traffic situations. He was even prepared with his red DOT-certified helmet.

Santa even got some helpful hints from the Motorcycle Safety Foundation to make sure his red riding gear was proper motorcycle apparel. And since it is always safer to ride with others, Santa picked a team of certified elves, the Elves Angels, to ride alongside him during his journey.



SAFETY Network

Create tables prior to mapping data to create user-friendly information

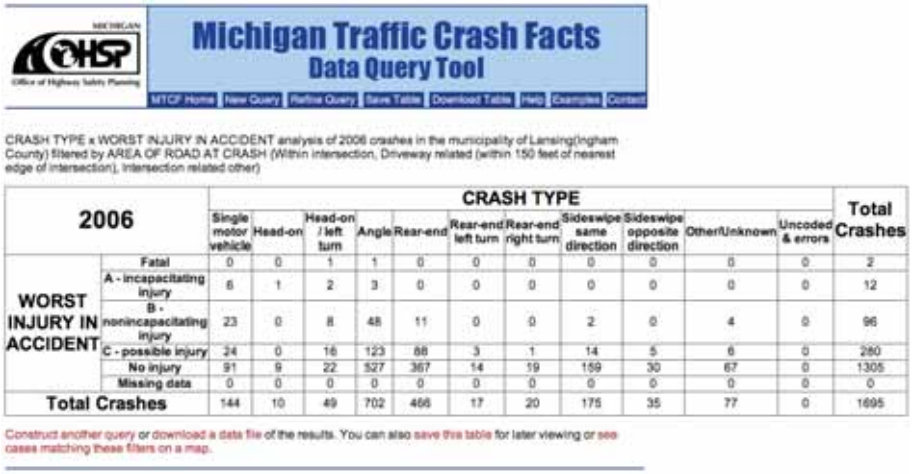
The data query tool of the Michigan Traffic Crash Facts Web site at www.michigantrafficcrashfacts.org allows users to create tables of crash data and map those specific crashes. In order to provide user-friendly information, it is advisable to first create a table and then decide what crashes to map.

EXAMPLE: IF SOMEONE WAS INTERESTED IN 2006 INTERSECTION CRASHES IN LANSING, THEY WOULD DO THE FOLLOWING:

1. Select Year = 2006
2. Analysis Level = Crash
3. Select Analysis Variable 1 = CRASH TYPE
4. Select Analysis Variable 2 = WORST INJURY IN ACCIDENT
5. Select Geographic Filter = City
   - Select County = Ingham
   - Select City = Lansing
6. Select filter = AREA OF ROAD AT CRASH
7. Select the values Within Intersection, Driveway related (within 150 feet of nearest edge of intersection), and Intersection Related.

Tables can contain two variables. In this case, the variables are CRASH TYPE and WORST INJURY IN ACCIDENT. This will provide information on the intersection crash picture in Lansing.

The query shows there were 1,695 intersection crashes in Lansing in 2006, far too many to map. However, most were no injury crashes so the number of locations shown could be reduced if only injury crashes were mapped.



Michigan Traffic Crash Facts
Data Query Tool

MTCF Home | New Query | Refine Query | Save Table | Download Table | Help | Examples | Contact

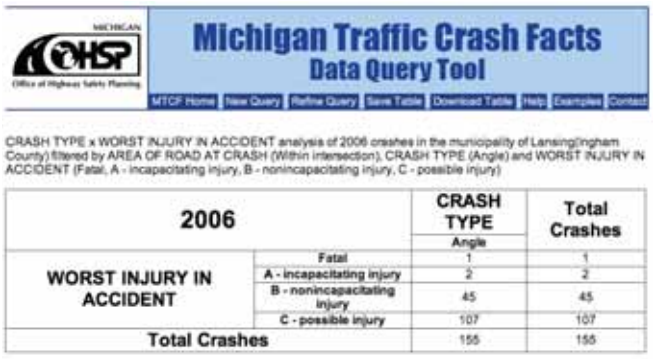
CRASH TYPE x WORST INJURY IN ACCIDENT analysis of 2006 crashes in the municipality of Lansing(Ingham County) filtered by AREA OF ROAD AT CRASH (Within intersection, Driveway related (within 150 feet of nearest edge of intersection), Intersection related other)

2006		CRASH TYPE											Total Crashes
		Single motor vehicle	Head-on	Head-on / left turn	Angle	Rear-end	Rear-end left turn	Rear-end right turn	Sideswipe same direction	Sideswipe opposite direction	Other/Unknown	Uncoded & errors	
WORST INJURY IN ACCIDENT	Fatal	0	0	1	1	0	0	0	0	0	0	0	2
	A - incapacitating injury	6	1	2	3	0	0	0	0	0	0	0	12
	B - nonincapacitating injury	23	0	8	48	11	0	0	2	0	4	0	96
	C - possible injury	24	0	16	123	88	3	1	14	5	6	0	280
	No injury	91	9	22	527	367	14	19	159	30	67	0	1305
	Missing data	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes		144	10	49	702	466	17	20	175	35	77	0	1695

Construct another query or download a data file of the results. You can also save this table for later viewing or see cases matching these filters on a map.

There are also many different crash types. If the user was interested in crashes where the vehicles are on different legs of the intersection only, those are the ANGLE crashes. To create this table, the user must select the REFINE QUERY button at the top of the page and add these filters:

1. Select AREA OF ROAD AT CRASH = Within Intersection
2. Add filter CRASH TYPE = Angle
3. Add filter WORST INJURY IN ACCIDENT = Fatal, A – incapacitating injury, B – non-incapacitating injury, c – possible injury



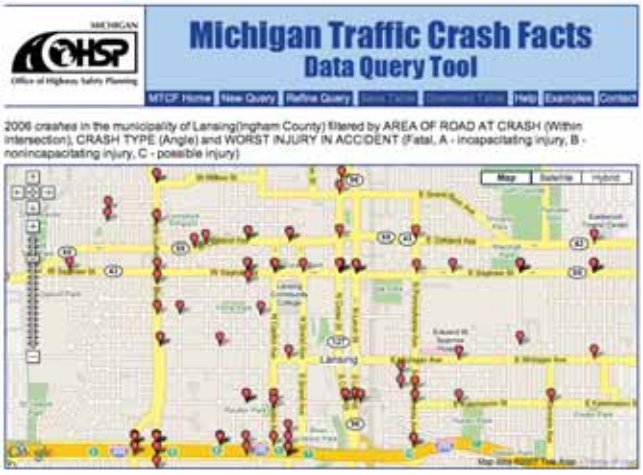
Michigan Traffic Crash Facts
Data Query Tool

MTCF Home | New Query | Refine Query | Save Table | Download Table | Help | Examples | Contact

CRASH TYPE x WORST INJURY IN ACCIDENT analysis of 2006 crashes in the municipality of Lansing(Ingham County) filtered by AREA OF ROAD AT CRASH (Within intersection), CRASH TYPE (Angle) and WORST INJURY IN ACCIDENT (Fatal, A - incapacitating injury, B - nonincapacitating injury, C - possible injury)

2006		CRASH TYPE	Total Crashes
		Angle	
WORST INJURY IN ACCIDENT	Fatal	1	1
	A - incapacitating injury	2	2
	B - nonincapacitating injury	45	45
	C - possible injury	107	107
Total Crashes		155	155

The map filters are now Lansing within-intersection crashes, with an injury, that are angle-type crashes. There are 155 such crashes, and a section of the map is shown below. This shows what kind of crashes these are and allows the user to move around the map looking for clusters of these kinds of crashes.

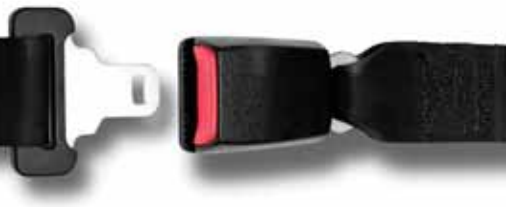


Michigan Traffic Crash Facts
Data Query Tool

MTCF Home | New Query | Refine Query | Save Table | Download Table | Help | Examples | Contact

2006 crashes in the municipality of Lansing(Ingham County) filtered by AREA OF ROAD AT CRASH (Within intersection), CRASH TYPE (Angle) and WORST INJURY IN ACCIDENT (Fatal, A - incapacitating injury, B - nonincapacitating injury, C - possible injury)

SAFETY Network



THE PAAM CORNER

Repeat offenders and paper plates, when to issue and when not

Picture it – a driver is arrested for Operating While Intoxicated (OWI) or Driving on a Suspended License (DWLS) and this is not their first offense. One of the common questions among law enforcement is: Do I take the plate and give them a paper plate? This has been the question ever since the Repeat Offender Law went into effect in 1999. While there is an easy way to get an answer, it can be confusing. The easy way is to run a "35;1;" on a person's driving record through LEIN. Or another way to say it, the officer should request a driving status. The printout will then say if the person has any prior "alcohol violations," or any prior "mandatory additional suspensions." Those two terms are key when trying to determine if a plate should be seized.

Looking at the printout, if there is a prior alcohol violation (OWI or Impaired) and the person is being detained for a second alcohol offense, the plate should be seized. If a person is being cited for any traffic offense, except a parking violation, defective equipment, or failure to change an address, and the person is currently suspended, AND there are two or more mandatory additional suspensions, then the plate should be seized. (It should be noted that there are a few other types of citations that should not be considered either. For a complete list see MCL 257.904d(7).)

Of course, the most common reason to arrest and cite the person in the second situation will be DWLS since the person must be suspended when stopped for this to apply. But that is not required as long as the violation is not one of the ones listed in MCL 257.904d(7). By looking at the printout, the number of mandatory additional suspensions will be shown, as will the current status of the driver. There is no need for the officer to go through the driving record and count them.

However, if looking at the driving record it is important to remember prior convictions for DWLS should not be used to determine if the plate should be seized. The only conviction that should be considered when seizing the plate is OWI or Impaired Driving. This is where the confusion occurs.

MCL 257.904c is the section of the law that tells an officer to seize a plate and then put a paper plate on the vehicle. It states that when an officer believes that the vehicle is required to be immobilized by the courts, then the plate should be seized and a paper plate attached. Immobilization by the courts is determined by MCL 257.904d.

It is fairly clear to everyone that if there is a prior conviction for OWI or Impaired Driving and the person is being arrested for a second or subsequent offense OWI, then the plate should be seized. Very few people have a problem with this concept. An officer looks at the driving record, sees a prior OWI conviction prior to this OWI arrest, then the plate is seized – it is one or more OWI convictions.

However, when the person is arrested for DWLS or another traffic violation, an officer should not look at the DWLS convictions. A common warrant request by an officer to the prosecutor's office is DWLS 3rd because the officer believes that the person arrested is a repeat offender and has to be charged as a 3rd offender. There is no such charge as DWLS 3rd. Again, it is the mandatory additional suspensions that are important, not the number of DWLS convictions.

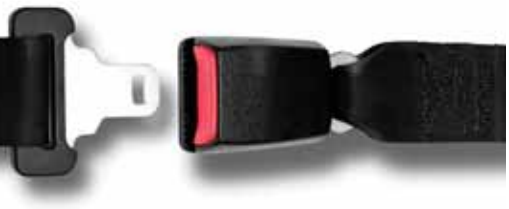
In this situation, the officer should first ask if the driver is currently suspended. If yes, then the officer needs to look for the mandatory additional suspensions. It is the mandatory additional suspensions that determine if a person's plate should be seized. Those are suspensions that are issued by the Secretary of State's Office in certain situations (pursuant to MCL 257.904(10), (11), or (12)), and it requires a careful examination of the driving record to determine if a person has at least two prior mandatory additional suspensions. This is why it is important to run "35;1;" when checking on a driving record. It makes an officer's job easier to determine if a plate should be seized.

A couple other comments on this area: an officer should not seize rental, tribal, trailer, manufacturer, dealer, U.S. government, nor out-of-state plates in these situations. If it is a leased vehicle, then the plate should be seized. Also, the paper plate remains on the car until the case is adjudicated. This is regardless of who owns the vehicle, and regardless if the person knew or didn't know that the driver was a repeat offender. If the owner was not the repeat offender then that person will have to appear in court and state he or she did not knowingly allow the repeat offender to operate that car. It is up to the court to determine if the vehicle should be immobilized.

Continued on page 6 >

JUSTICE
PROSECUTING ATTORNEYS ASSOCIATION
MICHIGAN
LAW ENFORCEMENT
COMMUNITY SERVICE

SAFETY Network



THE PAAM CORNER

from page 5 >

UPDATE ON CASE LAW

A case that will be useful for law enforcement and prosecutors alike is People vs. Hrlic. In this case, the defendant was seen changing lanes without using a turn signal as required in 257.648. The officer stopped the car and found that the defendant was intoxicated and arrested her for OWI. Defendant argued MCL 257.648 does not require a driver to use her traffic signal when just changing lanes in the same direction of travel, and therefore the traffic stop was invalid. In looking at the statute, the court said:

The direct line in issue is that established by the individual lanes that make up a multi-lane roadway. Movement between those lanes constitutes a change in the direction or course in that the turn from one lane to another deviates from the defined route of the individual lanes. Thus, the ordinary meaning of the phrase "turning from a direct line" means to rotate one's vehicle such that one leaves the line of automobiles in which one is traveling.

The court held MCL 257.648 requires drivers to use a turn signal when changing lanes on a highway and is not unconstitutionally vague and upheld the stop by the officer. This case is a published opinion, which means that the lower courts can rely on it for precedent. The case is People v Hrlic, case no.: 278053, released on November 29, 2007.

For further information on these changes and PAAM training programs, contact David Wallace, Traffic Safety Training Attorney, at (517) 334-6060 or email at wallaced@michigan.gov.

Consult your prosecutor before adopting practices suggested by reports in this article.

NHTSA report investigates patterns of injury by age

One of the most important factors that affects a person's risk of injury in a motor vehicle crash is the age of the person, according to a National Highway Traffic Safety Administration (NHTSA) study. The recently released document investigates patterns of injury severity, location of injuries, and contact sources for the driver injuries by driver age.

Utilizing data from NHTSA's National Automotive Sampling System — Crashworthiness Data System (NASS-CDS) from 1993 through 2004, this study examines in great detail the driver injury severity, injured body regions, and injury contact sources by driver age in rollover and non-rollover real-world traffic crashes. The effect of seat belt use on injury patterns is also investigated.

Studies show that among older drivers, females are more likely to sustain severe injuries, as measured by the Maximum Abbreviated Injury Scale (MAIS) of 4 or above, as compared to males. This pattern is reversed for drivers under age 65. The pattern of severe injuries to those in rollovers was independent of age. However, in non-rollover crashes, the older drivers are more likely to sustain severe injuries, especially in left-side impact crashes. There is a statistically significant reduction in injury severity in both rollover and non-rollover crashes to the drivers when seat belts were used.

By analyzing the injury locations, source, and severity, this study enables the identification of features associated with crash protection of drivers from aspects such as engineering, human factors, and clinical research.

A full copy of the report can be found at www.nhtsa.dot.gov under NCSA.

Research creates a tool for setting speed limits

Speed limits are generally acknowledged to be a significant factor affecting road safety and operating efficiency. Establishing appropriate speed limits can be a complicated and often controversial process that involves balancing safety with road user convenience and roadway efficiency. Research conducted through the National Cooperative Highway Research Program (NCHRP Project 3-67) has developed a knowledge-based decision-support tool for determining credible and enforceable speed limits on highways and local roads.

Typically, engineering and traffic studies provide the basis for most speed limits. These studies consider the physical features of the roadway, crash experience, traffic characteristics, control (signals or other control devices), length of the segment, and prevailing vehicle speed.

The new tool is designed to succeed USLIMITS, one of the current expert systems used to set speed limits in the U.S. USLIMITS2 is a web-based system that can be accessed at http://www2.uslimits.org. A set of decision rules, developed with help of two expert panels, guide the process that can be used on all primary roadways - from rural two-lane segments to urban freeways.

These experts also developed a set of critical variables to consider, including operating speed, roadway geometrics, cross section, clear zone, crash statistics, roadside friction, major intersection/interchange spacing, pedestrian or bicycle activity, road classification, and proximity to a school zone.

Research Results Digest 318 detailing information on this decision support tool can be found at:

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_318.pdf.

This article is reprinted from the Transportation Safety Planning Working Group October 2007 newsletter Directions in Road Safety.

SAFETY Network

Comments being accepted for proposed safety rules for school buses

U.S. Transportation Secretary Mary E. Peters recently announced a new federal proposal to make school buses safer by requiring higher seat backs and setting new seat belt standards for the nation's 474,000 school buses.

Beginning one year after the rule goes into effect, all new school buses would be equipped with twenty-four inch seat backs. This increase, up from the current twenty inches, will better protect child passengers by helping keep older kids and adults from being thrown over seats in a crash, hurting themselves and others, Secretary Peters said.

The proposal also requires all new small buses, which are more prone to rollover than full-size buses, to be equipped with three-point belts within three years of the new rule taking effect, replacing the current lap-belts-only requirement.

For large buses, the proposed rule for the first time would provide federal standards for seat belts for school districts that make the decision to add them.

The proposed new rule is based, in part, on information gathered during a public meeting on school bus safety that NHTSA held in July.

Secretary Peters noted school buses already are the safest form of motor vehicle transportation, with a fatality rate that is nearly six times lower than passenger vehicles. On average, fewer than eight passengers die in school bus crashes every years, even though 474,000 school buses carry 25.1 million children more than 4.8 billion miles annually.

Public comments on the proposed new regulations are being accepted. To view the proposal, go to: www.nhtsa.dot.gov.

Death toll from drunk driving crashes highest during holidays

New federal traffic safety data shows that the daily death toll from drunk driving crashes during the Christmas and New Year's holiday periods is significantly more than for the rest of the year.

Data released by the National Highway Traffic Safety Administration (NHTSA) shows that from 2001-2005, an average of 36 fatalities occurred per day on America's roadways as a result of crashes involving an alcohol impaired driver. That number increases to 45 per day during the Christmas period and jumps to 54 per day over the New Year's holiday, she added.

Thirty-eight percent of all traffic fatalities during the Christmas period occurred in crashes involving a drunk driver or motorcycle rider and 41 percent during the New Year's period, Peters said. This compares with 31 percent for the year as a whole.

A copy of the new statistical analysis, "Fatalities Related to Alcohol-Impaired Driving During the Christmas and New Year's Day Holiday Periods," is available at www.nhtsa.gov.

SAFETY Network

OHSP Staff:

Contact	Program Area	Phone	E-mail
Michael L. Prince	Director	(517) 333-5301	princem@michigan.gov
Deborah Sonnenberg	Executive Secretary	(517) 333-5301	sonnenbD@michigan.gov
COMMUNICATIONS SECTION			
Anne Readett	Manager	(517) 333-5317	readetta@michigan.gov
Jonathan Benallack	Graphic Designer	(517) 333-5992	benallackj1@michigan.gov
Kim Harris-Burrows	Secretary	(517) 333-5325	harriskk@michigan.gov
Elaine Keilen	Secretary	(517) 333-5325	keilene@michigan.gov
Nikki Klemmer	Media Relations and Outreach	(517) 333-5304	klemmern@michigan.gov
Lynn Sutfin	Public Information and Marketing	(517) 333-5754	sutfinl@michigan.gov
FISCAL SECTION			
Kim Kelly	Manager	(517) 333-5305	kellykw@michigan.gov
Julie Botsford	Secondary Road Patrol	(517) 333-5333	botsfordj@michigan.gov
Sandy Eyre	Secretary	(517) 333-5303	eyres@michigan.gov
Karen Richardson	Accounting Technician	(517) 333-5332	richardk@michigan.gov
Spencer Simmons	Accountant	(517) 333-5326	simmonssj@michigan.gov
PLANNING AND PROGRAM OPERATIONS SECTION			
Kathy Farnum	Manager	(517) 333-5316	farnumk@michigan.gov
Pat Carrow	Safe Communities, School Bus Safety, Mature Drivers	(517) 333-5315	carrowp@michigan.gov
Steve Schreier	Engineering, Traffic Crash Data, Pedestrians	(517) 333-5306	schreies@michigan.gov
Pietro Semifero	Information Collection and Analysis	(517) 333-5320	semiferp@michigan.gov
Arlene Turner	Secretary	(517) 333-5334	turnera@michigan.gov
Dan Vartanian	Corporate Outreach, Network of Employers for Traffic Safety	(517) 333-5322	vartanid@michigan.gov
GRANT MANAGEMENT UNIT			
Deborah Savage	Manager	(517) 333-5324	savaged@michigan.gov
Jamie Dolan	Upper Peninsula Traffic Safety Coordinator	(906) 225-7036	dolanj@michigan.gov
Pat Eliason	Police Traffic Services Coordinator	(517) 333-5318	eliasonp@michigan.gov
Jason Hamblen	Impaired Driving, Motorcycle Safety, Adjudication	(517) 333-5319	hamblenj@michigan.gov
Michael Harris	Law Enforcement Liaison Coordinator	(517) 333-4417	harrismichael@michigan.gov
Dianne Perukel	Youth Alcohol, Bicycle Safety, Young Drivers	(517) 333-5337	perukeld@michigan.gov
Brenda Roys	Grants Technician	(517) 333-5302	roysb@michigan.gov
Alicia Sledge	Occupant Protection, Child Passenger Safety, EMS	(517) 333-5321	sledgea@michigan.gov

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Office of Highway Safety Planning
4000 Collins Road, P.O. Box 30633
Lansing, MI 48909-8133
(517) 336-6477